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READ IT FIRST IN THIS PAPER

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CONGRESS WILL STOP STRIKE, IS THE BELIEF

Washington, Aug. 31.—Representatives of the railroads, of the trainmen's brotherhoods and of shippers' organizations argued for nine hours today before the senate interstate commerce committee on legislation proposed to avert the threatened strike, recompense the roads for any added financial burden and perfect machinery to make impossible in the future another crisis like the present. Tonight the committee worked until late on the bill to be presented to the senate tomorrow.

Out of the nine hours argument two facts stood clearly. In the estimation of all affected parties Congress alone can prevent a strike, and the public eventually will foot the bill for an 8-hour day with 10 hours' pay which the trainmen demand. The railroad executives and the shippers insisted that the strike order at least should be postponed and the four brotherhood chiefs declared with equal vehemence it could not be done.

All sides apparently were more or less satisfied with the hearing which had given them an opportunity to lay their cases before the public.

A dramatic scene, in which A. B. Garretson, spokesman for the trainmen and president of the Order of Railway Conductors, was the general figure, brought the hearing to a climax tonight shortly before the taking of testimony closed.

Throughout the day members of the committee at different times had asked the four brotherhood heads if they were powerless to stop the strike save by reporting a satisfactory settlement to their men. The question was invariably evaded, the replies being that Mr. Garretson would explain the situation before the hearing closed.

For almost an hour Mr. Garretson kept the crowd laughing with quaint expressions and humorous stories. When he had only three minutes left in which to speak, his brother presidents urged him to answer the question of power to postpone a strike. He suddenly became serious, stood erect, gazed at the ceiling for a moment and then began to speak.

"We have been asked," he said slowly, "if we have the power to defer this strike. It has been called for next Monday. I have the power to defer that date in my organization, but in the other organizations the situation is different. The heads of the other brotherhoods cannot call back the order to strike."

Garretson's Gethsemane.

"But here is where I stand. For years my men have trusted me. When I stood before the President the other night and he asked me if this could be done I found my Gethsemane. To the men who have made me the recipient of all these things, I owe my first obligation. I can put it off, but if I did, without gaining a satisfactory settlement there would linger in the minds of those who have trusted me thoughts of treachery. If I put it off, across a fair record of thirty years would be written the word 'traitor.'"

For a moment the witness paused and seemed to peer far out over the heads of the crowd. Then tears came into his eyes and rolled down his cheeks. He started to speak but choked. Apparently summoning all his strength, he threw out his arms, lowered his eyes to the crowd and in a low voice asked, "Can I face it?" and dropped into his chair.

Not a person in the room moved for several seconds. Mr. Garretson relieved the situation by rising from his chair and leaving the chamber.

A. P. Thom, general counsel for the Southern Railway and counsel for the railway executives' advisory committee, closed for the railroads.

He said the railroad companies were acting in fiduciary capacity that they must see that there is a fair return on the money invested in railroads and that any wage increases are not distributed to only a comparatively small part of their employes.

"We do not claim the right to decide this question," said Mr. Thom, "any more than we think that any interested party ought to be allowed to decide it. We are told that the eight-hour day is not arbitrary. The answer that is that these gentlemen would not have an eight-hour day and would not accept it if it was tendered to them."

Work 8 Hours, Be Paid for 10.

Mr. Thom said that never was there a legislative act nor in any party platform had the position been taken that a man should work eight hours and be paid for 10.

"We promised to keep an account on the basis of an eight-hour day while a commission sought to ascertain the facts and to pay from the beginning whenever an award should be made, I added. 'I call upon your consciences to witness whether in this attitude there is any purpose to deny human rights or to deal arbitrarily with any rights of the railroad employes. 'This crisis, important enough for

the President of the United States to submit the issue to Congress, should be carefully and deliberately considered. But here you are denied the right for time and deliberation on the merits of the proposals. You are told that you must surrender before next Monday, or this nation will be plunged into a calamity of starvation and ruin in order that the views of a few may prevail."

Mr. Thom asked what would happen if the positions of the trainmen and the executives were reversed and the officials threatened to tie up the country.

"Would Congress then wait for one moment to put the mailed hand of the government on them?" he asked. "Is there any reason that what would be justified in their case is not justified in this?"

Shippers for Arbitration.

Elliot H. Goodwin, general secretary of the Chamber of Commerce of the United States, was the first speaker for the shippers. He said a vote taken among more than 700 commercial organizations showed them almost unanimously in favor of submitting the present controversy to the Interstate Commerce Commission.

Henry C. Barlow, traffic manager for the Chicago Association of Commerce, urged postponement of the strike that Congress might have time to investigate fully.

Luther M. Walter, attorney for the National Industrial Traffic League, who said he represented 200,000 shippers and trade organizations, objected to any proposal that looked to an increase in freight rates without a hearing on the merits of the proposal and how it may affect the country.

R. S. French of the National Association of Commission Merchants, said he was positive his organization would favor fuller investigation before legislation affecting it is passed.

Bird M. Robinson, who said he represented short line railroads particularly in the South, protested against any legislation which would affect those lines. He said he represented nearly 700 companies, largely financed by local capital that never paid dividends, and whose train employes are not qualified to hold positions on trunk line railroads.

Presidents Garretson, Carter and Stone, of the brotherhoods, occupied the employes' last hour in rebuttal. All of them reiterated that arbitration had proved a failure for the men and insisted that responsibility for a strike, should one come would be on the railroads for their failure to offer a deal with the employes.

Mr. Carter presented figures designed to prove that certain roads were being operated cheaper under the eight-hour day than others under 10, and then turned his attention to assailing arbitration as having worked out unfairly.

Arbitrators From "Master Class."

"Arbitrators," he said, "always are selected from the master class, and that is unfair to us. We might as well select Mr. Gompers here to act as a neutral arbitrator. He could give us the eight hour day as fairly as an arbitrator from the other class could deny it to us. Class questions are not arbitrable. The divinity of Christ has long been a mooted question. Suppose you sought to arbitrate that and named a Jew, or a Mohammedan as arbitrator. That would be analogous with the kind of arbitration we have been experiencing."

As an example of his contention, Mr. Carter declared that Charles N. Nagel, former secretary of commerce and labor, was named an arbitrator in a railroad case and that later when the unions learned that he was trustee of an institution holding \$12,000,000 worth of stock in lines included in the negotiations, the government declined to remove him from the board of arbitration.

Mr. Stone told the committee that since wage disputes began, the railroads had pleaded poverty and had declared proposed increase would drive them into bankruptcy, but they had always managed to survive.

The man engaged in freight traffic is practically a slave," he declared. "He cannot take his family out without permission from the caller's office. He cannot go to the grocery store without notifying the caller."

Mr. Garretson closed for the brotherhood with a dramatic appeal.

"So far we have refused nothing," he declared, with tears streaming from his face. "We have only said that if others refuse to do anything, we will do nothing."

He described all of the contending parties to the hearing as vultures hovering about the carcass of the public. The public he said, would pay the bill in the end in any event.

"The public will pay as it always has paid," he said, "but it won't pay for the increased wages. As it has for many generations, it will pay for over-capitalization."

"The railroads do not see the humanitarian side of this fight. They say they will pay if they have to but that is all."

It was after 7 o'clock when the hearing was finally closed. Then the committee members worked far into the night on its bill to be presented tomorrow.

The Adamson Bill.

The text of the Adamson Bill, which brotherhood leaders said tonight could avert the nation-wide strike if enacted by Saturday night, is as follows: Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled.

Section 1. That beginning December 1, 1916, eight hours shall in contracts for labor and service be deemed a day's work and the measure or standard of a day's work for the purpose of reckoning the compensation for services of all employes who are now or may hereafter be employed by any railroad which is subject to the provision of the act of February 1, 1887, "an act to regulate commerce" as amended and who are now or may hereafter be actually engaged in any capacity in the operation of trains used for the transportation of persons or property on railroads from any state or territory of the United States or the District of Columbia or from one place in a territory to another place in the same territory, or from any place in the United States to any other place in the United States through a foreign country to any other place in the United States.

Section 2. That the President shall appoint a commission of three, which shall observe the operation and effects of the institution of the eight-hour standard work day as above defined and the facts and conditions affecting the relations between such common carriers and employes during a period of not less than six months nor more than nine months, in the discretion of the commission shall report its findings to the President and Congress. That each member of the commission created under the provisions of this act shall receive such compensation as may be fixed by the President. The sum of \$25,000 or so much thereof as may be necessary, be, and hereby is, appropriated out of any money in the United States this year not otherwise appropriated to be immediately available until the close of the fiscal year ending June 30, 1919, for the necessary and proper expenses incurred in connection with the work of such commission, including salaries, per diem, traveling expenses of members and employes and rent, furniture, office fixtures and supplies, books, salaries and other necessary expenses, the same to be approved by the chairman of said commission and audited by the proper accounting officers of the treasurer.

Section 3. That pending the report of the commission herein provided for, and for a period of 90 days thereafter, the compensation of railway employes subject to this act for a standard 8-hour work day shall not be reduced below the present standard day's wage, and for all necessary time in excess of eight hours such employes shall be paid at a rate not less than the pro rata for such standard 8-hour work day.

Section 4. That any person violating any provision of this act shall be fined not less than \$100 and not more than \$1,000, or imprisoned not to exceed one year, or both.

DEMOCRATIC HAND-BOOK FOR STATE IS RECEIVED

Sets Forth Party's Claim to Return to Power in Both the State and Nation.

Prominent Democrats here have received copies of the North Carolina Democratic Hand-Book, which has been prepared by the State Democratic Executive Committee, under the direction of State Chairman Thomas D. Warren and Secretary J. C. Colie. The book is a publication of 239 pages, and presents the claim of the Democratic party to its right to be returned to power in both the State and the Nation.

The first item is a recital of the State Democratic platform, adopted by the State Convention at Raleigh, April 27, last, and this is followed by the address of Senator F. M. Simmons as temporary chairman of the convention. Gilbert T. Stephenson, of Winston-Salem, contributes an article on the appeal of Democracy to young men at this time, and Clarence Pec, of Raleigh, writes an article to prove that the Democratic party has made good. His conclusion is that it has.

There are numerous other articles describing the success of the Democratic party in North Carolina, and recording its achievement during the sixteen years it has been in control of the State's government. The book has been declared by party leaders to be one of the clearest statements of the claim of the Democrats for return to power issued in recent years in North Carolina.

RUMANIA DECIDES TO GIVE BULGARIA AN ULTIMATUM

London, Aug. 30.—An Exchange Telegraph dispatch filed at Athens on Monday gives a report from Saloniki that Rumania has decided to present an ultimatum to Bulgaria demanding the evacuation of Serbian territory.

R. R. EXECUTIVES PREPARING FOR EVENTUALITIES

Chicago, August 31.—Presidents and operating officials of the railroads were in conference today to formulate plans to operate trains in the event of a strike.

Practically none of the railroad heads shared in the optimism expressed in some quarters at Washington that passage of the eight-hour bill by Congress would avert a strike, and according to B. P. Ripley, president of the Atchison, Topeka and Santa Fe spokesmen for the railroad president who returned from Washington yesterday, the railroads will proceed on the assumption that the strike will come on Labor Day.

Embargoes in Effect.

Embargoes begin today on every trunk line in the country. The embargoes, according to present plans, will become effective in the following order:

Effective at the close of business tomorrow an embargo on all shipments of explosives and inflammables of every kind.

Effective at the close of business tomorrow an embargo on all shipments of perishable freight, including livestock, dressed beef, live poultry, fresh fruits and vegetables.

Effective at the close of business Saturday an embargo on all freight of all kinds from all points to all destinations.

Most of the roads also gave warning to passengers that they should end their journeys before 7 a. m., on Monday or be subject to indefinite delay.

Railroad officials plan to run at least one passenger train a day on every road and in each case it is announced preference will be given to milk trains.

Will Pool Resources.

The railroads will not carry on the fight single-handed, but, according to tentative plans, will pool their resources.

Strike-breakers, it is understood, will not be hired by individual roads, but by a central committee of all the roads and only where they are most vitally needed. If one road succeeds in moving trains while the trains of another are stalled, the successful road will lend a helping hand to the road in distress.

The plan for a harmonious alliance of all the roads will be definitely formulated at a meeting at the Chicago Club today of twenty-three high railroad officials in the city.

Announce System of Punishment and Rewards.

In an effort to discourage strike sentiment the roads have announced a system of punishment and rewards. Employes who go on strike will forfeit their seniority privileges. New men taken on during the strike will be given the preference in promotion. Guarantees of protection have been given to employes who remain loyal.

Chicago detective agencies are advertising for strike-breakers and report more than a thousand ready for instant service.

SHIPS TAKING COAL FOR POSSIBLE EVENTUALITIES

Navy Department Orders all Naval Colliers to Take on Cargoes Immediately.

Norfolk, Aug. 30.—To meet emergencies in case the railroad strike materializes Monday, the navy department today ordered all naval colliers to take on cargoes of coal. Five began loading today. The Atlantic fleet is due to arrive Friday to coal.

Railroad officials declare they have only enough coal on hand to last one week.

PRESIDENT WILSON PUT HIS SIGNATURE TO THREE BILLS

The Army Bill, the Navy Bill and the Philippine Bill Became Law on Wednesday.

Washington, Aug. 29.—President Wilson today signed the army bill, the navy bill and the Philippine bill. The army bill appropriates \$267,596,530 for forming the new army of 215,000 peace strength, called for under the Hay-Chamberlain army reorganization bill.

The navy bill appropriates \$313,384,389. The Philippine bill provides a more autonomous form of government for the islands.

ESTIMATE OF PRODUCTION OF COTTON GREATLY REDUCED

Department of Agriculture Bases Its Calculations on Condition of Crop Aug. 25.

Washington, Aug. 31.—Further deterioration of the growing cotton crop during August has reduced the estimated final production by 1,116,000 bales to a total of 11,800,000 bales. That forecast of production was made today by the Department of Agriculture basing its calculations on the condition of the crop of August 25.

TURKEY DECLARES WAR AGAINST THE RUMANIANS

Bulgaria's Delay in Following Suit is Causing Much Uneasiness in Berlin.

London, Aug. 30.—Turkey today declared war against Rumania, according to a dispatch from Constantinople. The action of Turkey followed quickly upon that of Germany. Bulgaria now is expected to follow suit although the delay of the Sofia government in acting is reported to have caused much uneasiness in Berlin, where it is feared the Russian party is gaining ascendancy in the Bulgarian councils.

In view of reports, however, that Ruseuk, on the Danube, and Varna, the great Bulgarian Black Sea port, have both been bombarded by Rumanians it is not expected here that the Bulgarian government can much longer procrastinate.

News of Turkey's declaration of war was received almost simultaneously with official statements from Bucharest and Vienna which indicate that the Rumanians are making wide inroads upon Transylvanian soil.

Battling in the mountains, the Rumanians' fourth army is reported to be within three miles of the large industrial city of Kronstadt.

Vienna admits a withdrawal along the whole Rumanian front.

WILL MAKE ATTEMPT TO SALVAGE CRUISER MEMPHIS

Hospital Ship Solace Ordered to Scene to Care for the Injured and Bring to U. S.

Washington, Aug. 30.—Admiral Pond cabled the navy department tonight a list of the missing members of the crew of the United States armored cruiser Memphis which was wrecked on the San Domingo coast yesterday by a tidal wave. Thirty-four names were included in the list all of whom are believed to have been drowned.

The navy department has ordered the hospital ship Solace to the scene of the wreck to care for the injured and bring them to the United States. The transport Dixie will leave Key West tomorrow for San Domingo to bring home the officers and crew of the Memphis.

The navy department will try to salvage the Memphis.

SOLDIERS' DAIRIES TELL MANY DANGEROUS SECRETS

News of Great Value to Germans Gets Out in Spite of Precautions, It is Said.

(By a War Correspondent)

London, Aug. 29.—There is little doubt that the British army order, which was issued last month warning soldiers against giving information in their letters to their friends ought to have been put into effect long ago, for the amount of news of value to the Germans which in spite of all precautions leaked out of England was astonishing.

As a regular reader of a number of foreign papers I have repeatedly been surprised to see how well informed the Germans have been in regard to intended movements which were supposed to have been kept strictly secret.

I read in a Scandinavian paper dated June 29 the exact spot and almost the exact hour when the great British offensive was expected, and the statement proved to be absolutely correct—a fact which sufficiently explains, of course, why the British advance from the beginning was so much slower than the French, which came as a great surprise to the Germans.

That English officers and privates are careless in their letters home cannot be denied, but the amount of information conveyed to the Germans through such letters is small in comparison with the harm which the German habit of keeping diaries—as done to the German army plans.

An officer belonging to the British General Staff tells me that almost from the beginning of the war exceedingly useful German diaries have been found in which the conscientious and methodical Teutons had written down not only the details of units and formations, and the numbers of the losses, but even their own particular misdeeds.

After the first year, when the Intelligence Staff of the Allies had made full use of the thousands of diaries that fell into their hands, a German army order was at last issued forbidding the writing of diaries, but every day scores of letters found on German prisoners and the dead fall into British hands and some of these have thrown so important a light on the German losses and movements of troops that they have been included in official communications.

A remarkable example of this kind of indiscretion was the other day quoted by the Russian paper "Retch."

It was a letter found on a German officer of high rank who wrote: "If the news that has reached us from the Austrian front is only half correct, even then the position is horrible, because it not only disorganizes all our plans for the summer, but will threaten us with a great danger."

BEGIN WITHDRAWAL OF THE MILITIA FROM THEIR BORDER

15,000 Guardsmen Ordered to Quit the Mexican Border by Government Army Officials.

Washington, Aug. 31.—Orders had been issued today for the first withdrawal of national guard troops from the Mexican border. General Funston was under authorization of Secretary Baker to return 15,000 guardsmen, including three regiments from New York, two each from New Jersey, Illinois, and Missouri, one each from California, Oregon, Washington and Louisiana, and six thousand regular artillerymen who have been serving as infantry.

Similar withdrawal will be continued within a few days, the War Department plans. It was explained the recent dispatch of additional troops which had not done border service was largely responsible for the return movement.

The Vermont national guardsmen who left Burlington yesterday under orders from the War Department to proceed to Eagle Pass, Texas, abandoned their trip because, according to officers, the railroads would not guarantee that the troops could reach the border before the time set for a strike on Monday.

The troop train passed through the city of Montpelier today on its return to Camp Gates, Vt.

MOB AFTER NEGRO AT LIMA, OHIO, THREATENS SHERIFF

Put Rope Around His Neck and Cut Him and Otherwise Abuse Him.

Lima, Ohio, Aug. 30.—A mob of 3,000 persons captured Sheriff Eley late tonight, took him to the public square placed a noose around his neck and threatened to hang him unless he disclosed the whereabouts of Charles Daniels, a negro held for assaulting a white woman. The negro had been spirited away earlier.

With his clothes torn off and blood streaming from a dozen cuts, Sheriff Eley has yielded to the mob which had placed a rope about his neck to hang him, and has left town, presumably to take the blood-maddened men to the hiding place of the negro Daniels.

NEWS ITEMS FROM RURAL ROUTE NO. TWO

Short Personal and Social Items of Interest from our Regular Correspondent.

Scotland Neck, Aug. 30.—Mrs. B. F. Lovegrove, Miss Allie Harris, Messrs. Ara Stator, Freddie Harris and Frank Cross returned this week from a visit of several days to Panama Springs and Brinkleyville.

Messrs. John Harris and Ara Stator motored to Rocky Mount Friday.

Miss Lila Sykes of Enfield is visiting relatives and friends in this community.

Mr. Percy Etheridge of Battleboro spent the week end around Mullens visiting relatives and friends.

Mr. Luther Cobb and Mr. Ara Stator motored to Enfield Sunday.

There will be services at Nahala Sunday afternoon immediately after Sunday School. Mr. E. S. Currie will conduct services.

Mr. E. P. Weeks spent Wednesday in Tarboro on business.

Mr. J. W. Whitehead and family of Dunn, N. C., are spending some time with his father, Mr. A. J. Whitehead.

Miss Addie Marks is spending some time with Miss Maude Harris near Aurelian Springs.

Mr. J. R. Whitehead left Friday for Burgaw, where he will spend some time with his sister, Mrs. Lizzie Bradford.

HON. BENJAMIN STANCEL GAY OF NORTHAMPTON CO., DEAD

Prominent Lawyer and Respected Citizen of Jackson Claimed by Death Wednesday.

Jackson, Aug. 30.—Hon. Benjamin Stancel Gay, one of the best known men in the northeastern section of the State and especially well known and admired in Jackson and Northampton county, died in his law office of heart trouble at 10:30 o'clock this morning. His funeral will be held tomorrow afternoon at 3 o'clock from the Missionary Baptist Church, of which he was an honored member.

Mr. Gay was born December 13, 1856, and he married Miss Annie Odum in 1887. His wife and ten children survive him. He was representative of Northampton county in the House of Representatives for the sessions of 1903 and 1911. He also represented the Third Senatorial District in the Legislature of 1909.

He was a Mason and was president of the Sunday School Convention of the Roanoke-Chowan Baptist Association. Since 1909 he was associated in the practice of law with Hon. Garland E. Midgett. While he had been in poor health for some time his death came as a shock to the community and has caused profound sorrow here where he was universally popular.

RUMORED GREECE WILL JOIN ALLIES WITHIN 48 HOURS

London, Aug. 31.—The speedy entrance of Greece into the war, possibly within the next 48 hours is predicted in dispatches from Athens tonight.

Long before the Greek elections, which are scheduled for October 18th, the army will have been mobilized and fighting under the flag of the entente allies, it is declared.

London, Aug. 31.—While official reports from the fighting front, including that of Macedonia, indicates a lull of action from other sources news comes of severe encounters. In these, which have occurred principally of the Allies' extended left, held by the Serbians under their crown prince, the Bulgarians, according to Athens, suffered a relapse.

COLE L. BLEASE POLLS GREAT VOTE FOR GOVERNOR OF S. C.

A Second Primary Will be Necessary To Decide Between Present Incumbent and Blease.

Columbia, S. C., Aug. 31.—Former Governor Coleman L. Blease gave the so-called "ring" element a severe shock Tuesday, when he polled 30,000 more votes than the present incumbent, and 40,000 more votes than Candidate Cooper for the nomination for Governor of South Carolina. The other candidates, Descamps and Duncan were eliminated. A second primary will be necessary to decide the contest. The Manning and Blease forces and busy "lining up" for the election on Sept. 12th.

Complete returns for the various Congressional candidates indicate that all the present incumbents were re-elected by safe majorities.

CRUISER MEMPHIS WRECKED BY STORM AT SAN DOMINGO

Casualty List Not Yet Determined as Many of the Crew Fell Into the Heavy Sea.

Washington, Aug. 30.—One enlisted man was killed, two officers and five men seriously injured and 67 other men slightly hurt aboard the armored cruiser Memphis in addition to those lost by drowning when the ship was wrecked in a storm yesterday at San Domingo City.

Rear Admiral Pond's despatch today said a steam main burst causing the additional casualties.

Admiral Pond said all hands had been removed from the ship which he previously reported would be a total loss. Today's message did not summarize the total casualties, merely adding "several men missing, believed drowned," to the itemized casualties of the engine room accident which occurred while the cruiser was endeavoring to make her way out to sea in the face of a sudden storm. A report last night said 20 men returning to the ship in a motor boat had been lost.

Admiral Pond's message follows: "All hands of the Memphis' Captain Beach was the last to leave the ship. When storm struck steam was up and main engines working, but main steam line burst. Cause unknown. Those near too seriously injured to be questioned. Two officers injured but will recover. One enlisted man dead, five very seriously injured, and 67 slightly injured, mostly in engine force. Several men missing, probably drowned." Complete muster of the Memphis' crew and a full report on the loss of the cruiser are expected at the navy department today.

The navy tug Potomac, which left San Domingo City for Port Palenque at 1:30 p. m., yesterday, just before the storm broke, is thought to be safe although there is no word from her. The gunboat Castine, which was in the harbor at San Domingo City, put to sea when the storm broke and still is cut of the harbor. She lost all but one of her boats and had her steering gear disabled but the ship is under control, according to dispatches.

The sea was perfectly smooth in the harbor until after 3 p. m., when the storm suddenly broke and the heavy seas drove the Memphis ashore at 4:30 p. m.

A CHARLOTTE MERCHANT SHOOTS HIS WIFE TO DEATH

Charlotte, N. C., Aug. 28.—Robert A. Beatty, 67 years old, a merchant of some prominence here, shot and killed his wife at their home at an early hour today. After committing the crime he sent his daughter to call in the neighbors and notify the police.

Some years ago Beatty made an attempt to kill a former wife, who later divorced him. He is being held by the coroner on the charge of murder.

FIRST MONDAY AT HALIFAX.

Next Monday, the 4th of September will be "first Monday" at Halifax. The county commissioners and the school board will be in session and there will be several land sales.